Here in 1950 a Melioration Machine Station was erected, the first in the Krai, which is to be followed by seven others. Of great significance is the development of agriculture on the Kamchatka Peninsula. Before World War I, according to Soviet figures, the area under cultivation was 4 hectares; in 1938 it was 2,778 hectares. Since then it has further increased. In 1950 there were more than 10 kolkhoz. In 1952 a scientific expedition was sent out from Khabarovsk to Kamchatka to investigate and to prepare for the gaining of additional land for agriculture. In the same year two Melioration Machine Stations were erected, which in the next three years made nearly 40,000 hectares of swamp and taiga country available for agriculture. From Sakhalin, too, successes in the winning of new land were reported. Prominent is the fact that also the native population (Gilyak in the "Chir Unvd" Kolkhoz, i.e., "New Life Kolkhoz") has been used with success in agriculture. How quickly the agricultural occupation of southern Sakhalin has been carried out is indicated by two reports: in 1949 there were 33 kolkhoz there and 3 sovkhoz, and in 1950 there were already 69 collective farms.

The progressive mechanization and technicalization of agriculture constitutes a second important part of the content of the more recent reports. The number of Machine Tractor Stations (MTS) has increased in all regions. In the Buryat Mongol ASSR their number increased from 25 in 1937 to 36 in 1948; in Khabarovsk Krai they almost doubled in number from 1938 to 1947, when they numbered 76. In 1948, 25 Grass Mowing Machine Divisions were installed in the Buryat Mongol ASSR; and from 50,000 hectares of meadowland these Divisions were supposed to supply winter hay for the great kolkhoz, since the manual work force was not sufficient. In the Buryat Mongol ASSR the first agrarian city in the Soviet Far East was also established in 1950, and for this 400 two-story dwellings and 30 one-family houses were constructed. Remarkable, too, are the reports that special mowing threshers were used in harvesting the soy beans and the rice.

Among the plants whose cultivation has been especially fostered, soy beans and rice stand in first place. In 1949 there were 16,000 more tons of soy beans harvested than in 1948. With rice cultivation, on the other hand, progress seems to be made only slowly. In 1937 in the Far East 36,400 hectares were cultivated with rice, and, according to the last Five Year Plan, the area is to be increased to 37,000 hectares by 1950; this is very modest considering the fact that in 1913 there were 57,000 hectares of rice fields. Great attention is also devoted

river of the Amur; Blagoveshchensk with the important Lenin Dockyard at the mouth of the Zeya; and Khabarovsk at the beginning of the lower course of the Amur. 396

In the machine industry the construction of transportation machinery in especially large plant installations is in the foreground. The railroad workshops of Ulan-Ude, Chita, Khabarovsk, and Ruzhina near Vladivostok serve to supply and maintain the railroads; all of these workshops are large installations. The most important of these is the plant for the construction of locomotives and railroad cars in Ulan-Ude. It constitutes an entire section of the city, which, according to a Soviet report, has three times as many inhabitants as all of Ulan-Ude (Verkhne Udinsk) before World War I. Since at that time the city had approximately 15,000 inhabitants, approximately 45,000 persons must be connected with this plant in some fashion. This also corresponds to the importance of the plant which is competent to supply the railroads not only of the Far East but also of all east Siberia. According to the plant's projected capacity, it is supposed to be in a position to deliver 2,000 passenger cars and up to 12,000 freight cars a year in addition to an undetermined number of locomotives. The other large railroad workshops mentioned above are in a position to repair locomotives and to overhaul them completely and also to a limited extent to build railroad cars. The base for motor vehicle production lies in Khabarovsk, which in the "Kaganovich Plant" has the largest installation of this type in the Far East. Airplane factories exist in Khabarovsk and Vladivostok. In contrast to the industry for transport machinery, the construction of agricultural machinery is distributed among a large number of places. Only Khabarovsk has a large plant. 397 398 399 407

In the building materials industry, with progressive industrialization, the need for modern building materials grew so much that a bottleneck has arisen here. Numerous small brick works and lime kilns must first be created, which are scattered over the vast areas and which in each case satisfy the local needs. A mechanized large brick-works was brought to life in the city itself for the building up of Komsomol'sk. The need for cement which is especially great had to be covered for the most part by other regions in the Soviet Union /179/ up to the beginning of World War II. 339

Up to 1937 there were in the Far East only two cement factories, which were in Spassk north of Vladivostok. Production here in the same year was 164,000 tons. By 1942 this production had already reached 525,000 tons. In this output the production of the cement